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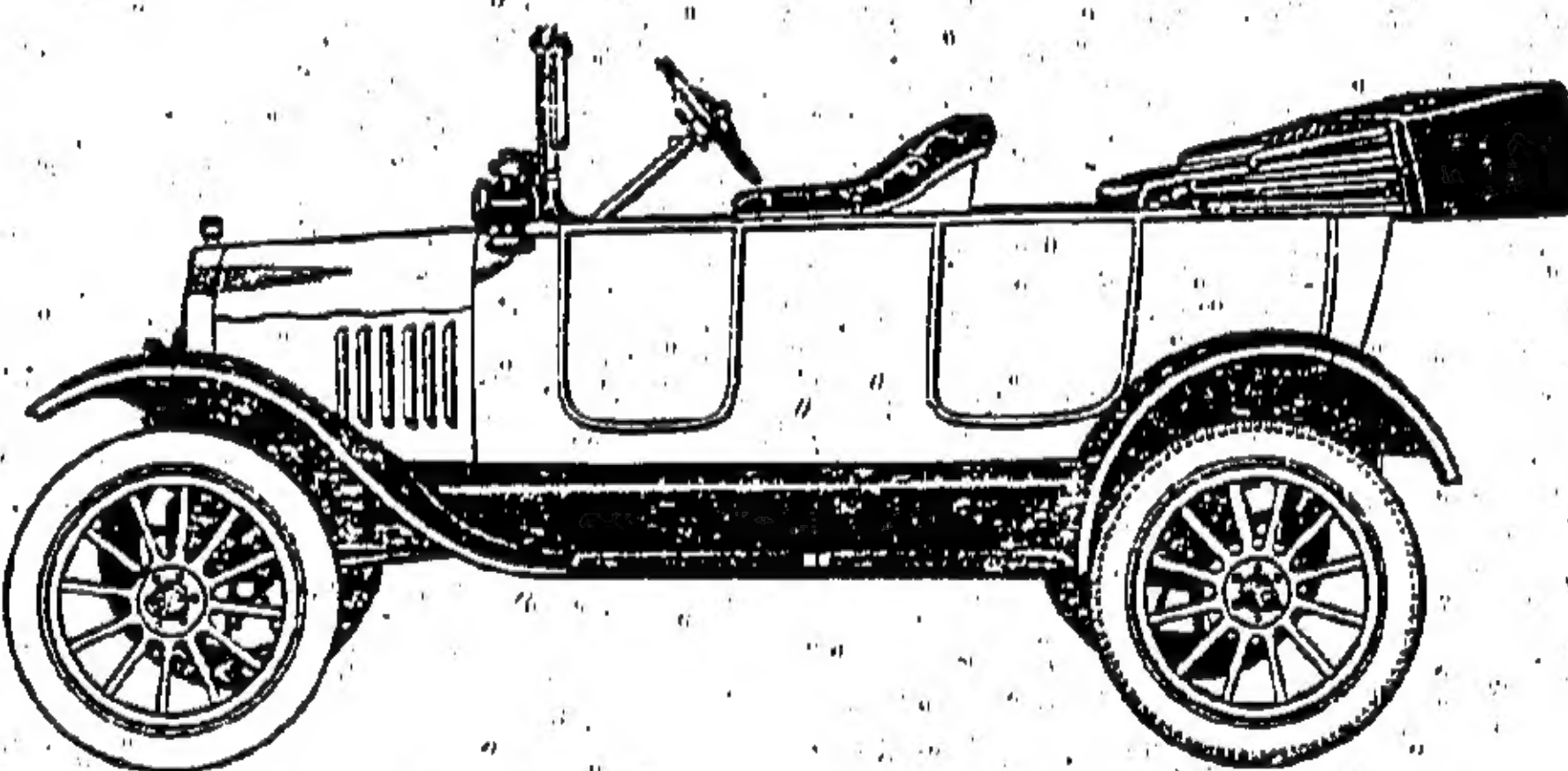
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THE U.S. SHIP SUBSIDY BILL. PRESIDENT HARDING'S ADDRESS TO CONGRESS.

In a personally delivered message to Congress, President Harding placed himself on record in favour of the Ship Subsidy Bill, a measure of which he has on more than one occasion expressed his approval. On his appearance at a joint session of both houses of the National legislative body, he advanced arguments, which friends of the proposed law, consider should convince all except hide-bound political partisans, of its necessity to and the important effect it would exercise on the nation's foreign commerce. From an oratorical standpoint the address was pronounced, even by those entertaining opinions opposed to those of the speaker, one of the best of Mr. Harding's public utterances.

Outlining, in his opening remarks, the necessity, from a commercial standpoint and as a matter of financial economy, of helping to keep the American merchant marine on the high seas and at its highest efficiency and urging his hearers to forget groups and parties and to solve the problem with an eye single to the welfare of the whole country, the President said to epitomize his remarks and the arguments he advanced in favour of the bill:—

"I have come to ask you to relieve the responsible administrative branch of the Government from a programme upon which failure and hopelessness and staggering losses are written for every page, and let us turn to a programme of assured shipping to serve us in war and to give guaranty to our commercial independence in peace."

"I am not asking authorization of a new and added draft on the public Treasury; I am appealing for a programme to diminish the burden we are already bearing."

Explaining the necessity for the relief for which the Ship Subsidy bill makes provision, Mr. Harding said:—

"Waiving every inspiration which lies in a constructive plan for maintaining our flag on the commercial highways of the seas, waiving the prudence in safeguarding against another \$3,000,000,000 madhouse if war ever again impels, we have the unavoidable task of wiping out a \$50,000,000 annual loss in operation and losses aggregating many hundreds of millions in worn-out, sacrificed or scrapped shipping."

"Then the supreme humiliation, the admission that the United States—our America, once eminent among the maritime nations of the world—is incapable of asserting itself in the peace triumphs on the seas of the world. It would seem to me doubly humiliating when we own the ships and fall in the genius and capacity to turn their prowess toward the marts of the world."

Presenting the problem with which the bill has been prepared to deal, the following conditions were quoted by the President, as follows: "Three courses of action are possible and the choice among them is no longer to be avoided."

"The first is constructive—namely, the pending bill, under which I firmly believe an American merchant marine, privately owned and privately operated but serving all the people and always available to the Government in any emergency, may be established and maintained."

"The second is obstructive—continue government operation and attending government losses and discourage private enterprise by government competition, under which losses are met by the public treasury, and witness the continued losses and deterioration until the colossal failure ends in sheer exhaustion."

"The third is destructive—involving the sacrifice of our ships abroad or the scrapping of them at home, the surrender of our aspirations and the confession of our impotence to the world in general and our humiliation before the competing world in particular."

"A choice among the three is inevitable. It is unbelievable that the American people or the Congress which expresses their power will consent to surrender and destruction. It is equally unbelievable that our people and the Congress which translates their wishes into action will longer sustain a programme of obstruction and attending loss to the Treasury."

"I have come to urge the constructive alternative, to reassert an American 'we will.'"

The President drew a parallel between the proposition to aid American shipping and the liberal appropriations made for roads, inland waterways, etc., pointing out that such expenditures while they directly help localities and sections, indirectly benefit the entire country in cheapened deliveries or increased production and lower prices, as this case may be. All such appropriations are to be judged primarily by this national test, and judged thereby there can be no fair question of the benefits which a great American fleet would render to the agricultural Middle West and to the mining states, which must ship grain and metals abroad, as well as to the rest of the nation. That is the economic side. Upon the score of national defense, in time of war there is, not less, a yield of service to every state in the Union.

Turning to the practical and business side of the question, the speaker reminded his hearers that the great fleet left in the Government's hands, by the chances of war, was now wasting annually and to no purpose, \$50,000,000 of the people's money. Of this amount, the proposed bill would save twenty or twenty-five million dollars yearly and give the country an effective merchant marine.

"Other nations," said Mr. Harding, "our competitors for the world's carrying trade, are closely watching the course of events in connection with the bill and were gratified at the opposition, for which, the speaker said he could not blame them, but 'ours,' he continued, 'should be the viewpoint from which we see American carriers at sea, the dependence of American commerce and

(Continued at foot of next column.)

TRANSPORT ON FIRE.

EXCITING SCENES IN THE SEA OF MARMORA.

U.S. DESTROYER'S FINE RESCUE WORK.

Mr. Massey, of the *Daily Telegraph*, wrote from Constantinople the following account of the rescue at sea of nearly 500 people by the U. S. destroyer *Bainbridge*:

Nearly 500 ladies and French officers and soldiers on the French transport *Vinh Long* were rescued on December 16th in the Sea of Marmora from a burning ship by the United States destroyer *Bainbridge*, which, returning from carrying refugees to Mitylene, was providentially within five miles of the transport when the fire broke out. No S.O.S. called the destroyer's aid and, it was due to the keen-eyed quarter-master that the disaster which had overtaken the *Vinh Long* was brought to the notice of the *Bainbridge*, which was steaming easily under two boilers five miles west-south-west of San Stefano and almost within sight of Constantinople, when the man saw a column of smoke shoot up from a steamer five miles ahead, and immediately shouted that the ship was on fire in the port quarter. In an instant the general alarm was sounded and the fire rescue party were ordered to their stations, boats were manned, and full steam cranked on. So well did the engine-room respond that the destroyer was cutting through the ruffled surface of the Sea of Marmora at 25 knots. Through his glasses, Lieutenant-Commander W. A. Edwards, the *Bainbridge's* captain, could see that the transport was heavily laden with passengers, her fore-castle being packed with hundreds, who crowded there to get away from the terrible blazing in the after part, which was a mass of flames and dense smoke. Steaming within 400 yards, to the leeward side of the ship, Lieutenant-Commander Edwards ordered away all his boats and manoeuvred to get his vessel to a place where rescues could be most rapidly effected and placed his bows against the *Vinh Long's* fore-castle. At once scores of people began to jump from the burning ship, whose high stem towered 25ft. above the destroyer. There was a terrific explosion in the transport's after magazine, causing great excitement aboard, and some eighty persons leapt into the water.

Commander Edwards at once ordered all the lifebelts, jackets, and rafts to be thrown overboard. This action was unquestionably responsible for the high percentage of the transport's company saved, as practically all on board were in their nightclothes and suffering from exposure in the keen air. As many as could be accommodated were taken below, where the ship's cooks brewed coffee. A report was given to the destroyer's captain that if the fire reached the forward magazine, there would be a tremendous explosion, and efforts were redoubled to get everyone off the ship, and in forty minutes the *Bainbridge* added another fine story to sea rescues by succoring 484 men, ten women, and eight children. It is doubtful if the death-roll exceeds twenty. Some were crushed to death and a few drowned. Probably some were burned, and one woman perished with her three children and maid. The ship's boats did magnificent work, the destroyer's dory among them. This frail craft, only capable of carrying eight, being so light that it makes it difficult to haul a person in-board, discharged frequent loads to the destroyer's sea ladder.

American seamen speak in the highest praise of the conduct of the women on the transport. When the *Bainbridge* approached six women were seen hanging by their hands to the hawser over the ship's side. One of them was the wife of the Admiral Commanding the French Squadron at Beirut. No one heard them utter a cry until they saw a man dive from the ship. His head struck a raft, and he broke his neck. Then there was one shriek and all was quiet again until the boat took them off. As the last survivors were taken aboard the British destroyer *Sepey* came up but as she was liable to foul the *Bainbridge*, already overlaid with more than 800 souls aboard, she lay close to the American ship ready to render assistance. The *Vinh Long's* captain was the last to leave his ship. It was suggested to tow the transport to San Stefano to beach her, but she was burning fiercely, and her bows were high out of the water. A destroyer makes a poor tug, and the attempt was abandoned. The *Bainbridge* left for Constantinople, the *Sepey* and two merchant ships standing by. The *Vinh Long* was bringing drafts to Constantinople, and was to return to France with hospital cases.

A FAMOUS COLOREL AS AN AIR CRAFTSMAN.

It transpires that Colonel T. E. Lawrence, of Hedjaz fame, has enlisted in the Air Force as an air craftsman, in which capacity he is now serving in a training camp in England. Even his comrades were unaware of his identity. A London newspaper identifies Col. Lawrence as "Aircraftman Ross." He joined four months ago and cries "present" nightly as he stands to attention beside his iron bed in a hut at Farnborough, and carries out all the usual duties of his new rank. He is now in the photographic section and is understood to have enlisted for six years.

American vessels for American reliance in the event of war. Some of the costly lessons of war must be learned again and again, but our shipping lesson in the World War was much too costly to be effaced from the memory of this or future generations."

INTIMATIONS

HONGKONG FOOTBALL ASSOCIATION.

INTERPORT GAME.

HONGKONG v. SHANGHAI

SATURDAY, FEBRUARY 17th.

Club Ground, kick off at 4 p.m. sharp.

SOUTH CHINA ATHLETIC v. SHANGHAI

MONDAY, FEBRUARY 19th.

Club Ground, kick off at 4 p.m. sharp.

BOTH GAMES.

ADMISSION TO STANDS.—

Covered (All Reserved) ... \$2.00
Uncovered (Reserved) ... 1.50
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Chairs ... 0.50

Soldiers and Sailors in uniform half price to all the Unreserved Seats.
Booking for the Reserved Accommodation opens at MOUTRIAS on the 5th. [310]

AUCTIONS

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To be Sold by Order of the Mortgagee

PUBLIC AUCTION.

IN ONE LOT.

ON

MONDAY,

The 12th Day of Feb., 1923, at 3 o'clock P.M.

By

Messrs. LAMBERT BROTHERS

At Their Office, Duddell Street.

THE Property consists of First ALL

THAT piece or parcel of ground situate

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registered in the Land Office as SECTION

A of INLAND LOT No. 2163 together with

the messuage erections or buildings thereon

now known as No. 13, Wing King Street and

Secondly ALL THAT strip of land at the rear

of the said Section A of Inland Lot No. 2168

being a scavenging lane. All of which pre-

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75 years from the 16th day of May, 1916,

created by the Crown Lease thereof together

with the valuable machinery now situate in

or upon the said premises and at No. 1,

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Messrs. LAMBERT BROTHERS,

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PUBLIC AUCTION.

Messrs. LAMBERT BROTHERS

have received instructions to sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 8th day of FEBRUARY, 1923, at THREE

O'CLOCK P.M.

At their Auction Rooms

IN DUDDELL STREET,

THE VALUABLE LEASEHOLD

PROPERTIES

Situate near Saigon Street, Yaumati

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Portions of Section D of Kowloon Marine

Lot No. 49 intended to be registered in

the Land Office as SUBSECTIONS 1, 2

AND 3 OF SECTION D OF KOWLOON

MARINE LOT No. 49.

To be sold

IN THREE LOTS

Each Lot containing an area of 4,758

square feet or thereabouts and more,

particularly shown and delineated on a

plan exhibited at the Office of Messrs.

DEACON, HARBSTON & SHENTON

and at the Auction Rooms of the Auc-

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LOT 1.—Subsection 1 of Section D of

Kowloon Marine Lot No. 49

as per plan.

LOT 2.—Subsection 2 of Section D of

Kowloon Marine Lot No. 49

as per plan and

LOT 3.—Subsection 3 of Section D of

Kowloon Marine Lot No. 49

as per plan.

ALL THE LOTS WILL BE SOLD EX-

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Solicitors,

1, Des Vaux Road Central,

or to

Messrs. LAMBERT BROTHERS,

the Auctioneers. [325]

BY ORDER OF THE EXECUTOR.

PUBLIC AUCTION

of the

FOLLOWING VALUABLE and DESIR-

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Inland Lot No. 1772 and the messuage

known as "ULRANK" No. 2, MAY ROAD.

Situate thereon

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Subject to a Reserve Price

TUESDAY,

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Messrs. LAMBERT BROTHERS,

The Auctioneers,

Hongkong, 1st February, 1923. [315]

THE CANTON SITUATION. GENERAL NGAI BONG PING RELEASED.

KWANGSI TROOPS WITHDRAWING FROM CANTON.

A message received in the Colony from Canton yesterday states:

"In compliance with an order of Dr. Sun Yat-sen, General Young Hu Man of the Yunnan Army has to-day released General Ngai Bong Ping.

"The Kwangsi troops under the command of General Sam Hung Ying are now withdrawing from the city."

The steamers from Canton continue to bring down a large number of refugees which shows that the situation in their estimation is becoming worse.

A REQUEST FOR DR. SUN AND MR. TSEN.

We learn from Northern papers that Gen. Wu Peifu has referred to the Government a telegram which he received from Gen. Shen Hung-ying, Commander-in-chief of the Kwangsi troops in Canton. The telegram gives Gen. Shen's version of the incident at the Council of War summoned by the Yunnan and Kwangsi generals in Canton recently, when through a pre-arranged plot, Gen. Ngai Bong-ping, Commander-in-chief of the Cantonese troops, who attended the military conference, was put under arrest. The telegram reads as follows:

"Gen. Ngai Bong-ping aroused the indignation of the Yunnan forces owing to the murder (by his body-guards) of a representative of Gen. Yang Shih-min. The Yunnan troops sought revenge. I, however, immediately asked General Ngai to take refuge in my headquarters in the interest of his safety. I await the arrival of Dr. Sun Yat-sen so that he may settle the matter. I have never had the intention of inflicting injury on General Ngai. Canton is quiet. I hope that Doctor Sun will reach here shortly to assume the leadership of the Southwest so as to launch his big scheme."

"I humbly request that you (General Wu) urge President Li Yuan-hung and Premier Chang Shou-tung to telegraph to Doctor Sun and Mr. Tsen Chun-hsuan asking them jointly to attend to the rehabilitation of Kwangtung. The continuation of the internecine war only makes the people suffer the more. This, I believe, is contrary to the desire of Doctor Sun and Mr. Tsen to save the country. An immediate reconciliation (between the Kuomintang and Ching Hsueh Hui Parties) is, therefore, imperative."

"As regards the officials for Kwangtung and Kwangsi, I suggest that Doctor Sun and Mr. Tsen make joint recommendations to the Government which will then effect the appointments accordingly."

GREAT FIRE AT CANTON.

RUMOURD ARSON BY RETREATING TROOPS.

A telegram from Canton reports that a fire broke out in the western suburb of the city Kuo-Kai at 10 o'clock yesterday morning and it spread to the Sap San Hong, the well-known business district. The fire burnt furiously for several hours and was not under control until 3 p.m. About 70 houses were destroyed. The cause of the fire is unknown, but it was rumoured that it was an attempt on the part of the retreating Kwangsi soldiers to set fire to the city in order to plunder but this rumour has not yet been confirmed.

ARMED ROBBERY AT SHAMSHUIPO.

LARGE SUM OF MONEY AND JEWELLERY STOLEN.

Money and jewellery to the value of \$7,270 was stolen by armed robbers from a house in Ap Liu Street, Shamsui-po, at about a quarter past eight yesterday morning. The men adopted the usual ruse of knocking at the door and saying that had come to see about the electric lights. In this particular case the door was opened by an uncle, who saw two men standing outside. They told her of their supposed errand, and as they had iron implements connected with electric lighting on their persons she thought them genuine enough. They walked in and then asked for a ladder. They were told that there was not a ladder in the house, so they said they would go and fetch one. They went out and came back shortly afterwards followed by two other men. A fifth came in almost immediately afterwards. Suddenly four of them pulled out daggers, and one a revolver. They threatened the occupants of the house with death if they made a noise, and ransacked the rooms, stealing the money and jewellery. When they had taken all they wished they walked out, and the inmates waited until the men had not well away before giving the alarm. Then it was too late and the robbers escaped arrest.

SCHOOL SPEECH DAY. DIOCESAN BOYS' SCHOOL.

"HONGKONG CANTON TOO SUILED FOR THE BOYS."

Speech-day at the Diocesan Boys' School took place yesterday afternoon at the school, the Bishop of Victoria (the Rt. Rev. Charles Edgar Duggan), presiding. He was supported on the platform by the Headmaster (the Rev. W. T. Featherstone), the Hon. Mr. E. Irving (Director of Education), the Rev. N. Teedale Mackintosh, and the Hon. Mr. J. H. Kemp, K.C.

As the Headmaster explained in his very lengthy annual report, this was not an ordinary prize-giving. In fact it was not a prize-giving at all, inasmuch as the boys worked during the year, gained scholarships, etc., but did so for the sake of any material gain. It was a prize, but rather for the sake of the work itself. Also, in order to make affairs of the sort brighter for the pupils and the guests, three of the boys addressed the gathering on the school's history, work, and play. They surprised their listeners by the fluency and lack of self-consciousness with which they spoke, and the clear enunciation of the English language. The first of the three speeches were Philip Moore, the senior prefect for 1932, William Youngs, and Eric Wong Ching Tung. Then Mr. Kemp addressed the gathering in Cantonese on the subject of Chinese studies.

Mr. Featherstone then presented his report, a virile and most interesting document. He remarked on the success of their system of giving prizes, and stated that they had been working on these lines ever since 1919. With regard to the school work, they now had teachers for subjects instead of for classes, and they had found that under this system a teacher put more heart into his work, and examination results had apparently been affected for the better. Scripture and the Catechism were taught in all classes, though he felt that they needed more modern books on the subject. He suggested that a library would be very useful in this respect as it would enable the older boys to read more select books on the subject of Religion, and so gain a keener vision of the ethical and spiritual life. He felt that a good deal of the apathy of the people towards Religion was largely due to the "blind teaching of the past."

Referring to attendance, etc., more boys had been refused admittance during the past year than has been the case at any time in the past. More accommodation had been made for boarders than in any previous year; boarders numbered 110. Also they had more boarders from outside of the Colony than had been usual in the past. He gave the following figures as to nationalities and places:

253 Chinese, 98 mixed, 10 Portuguese, 8 English, 6 Indian, 2 Greek, 1 Dutch, 1 Japanese, 1 Korean, 1 Russian, 1 Siamese. Boarders came from the following places:—Hongkong, 37, Amoy, 1, Formosa 12, Manila 9, Canton 2, Bangkok 4, Swatow 4, Penang 2, Macao 2, Bangkok 1, Shanghai 1, Singapore 1, Tokyo 1, Fionian 1, Hoihow 1, Kogmoon 1, Sandakan 1, Korea 1. No less than 37 of the above are Amoy Chinese from Amoy, Formosa and Manila.

In July and August of last year he had visited parents, boys and old boys of the school at various places in Formosa, Amoy, and the Philippines, and the general impression he gained was that in all three places there were Chinese who would welcome a modern, well-equipped, well-staffed boarding school in Hongkong where they could send their children to be educated. He thanked the medical and nursing staffs of the Government Civil and Victoria hospitals, Dr. G. Thomas, and Drs. Kew Bros. for the kindly interest they had taken in the school. Discipline during the year had been generally excellent, and they had developed the prefect system so that the boys were now more on their honour both in and out of school. In games they had decided to join no leagues or associations, but were always willing to meet other schools in friendly matches. He did not think the league system a good one for boys. They were also gradually developing the house system. With regard to fees, they claimed that considering their school was one of the most successful representatives of British education in the Far East, their charges were remarkably low. Their boarders' fees were the highest in the Colony, but if first class men were to be attracted from the Universities at home they would have to have money to pay them. He thought that in the past education in Hongkong had been far too cheap. This applied to the Far East generally. Wealthy people had been obtaining education for their children at remarkably low rates. The result was that the product of the schools were youths whose character and lives had been ruined by cheap education. They were neither Eastern nor Western and had neither the discipline of their own manners and customs, or of the Western Civilisation.

With reference to external examinations, twelve out of eighteen Matriculation candidates had passed (two with honours), and on a was awarded the senior local certificate. In the junior local 22 candidates had passed out of 33.

In the course of his report the Headmaster touched on the subject of education for British children in Hongkong. He stated that British parents were inclined to expect a little too much and to pay too little for the education of their children. He advised parents to remember that nothing weakened the discipline of a school so much as talking in front of the children and passing adverse criticism on the staff. It was no use, either, telling parents to send their children to England to be educated. With some there existed a certain amount of disagreement on the subject, and others could not afford to do so. Parents could quite well send their children to boarding schools in Hongkong, and then the road, including skid marks made by the car on a section of the road which was at the time being coated with tar.

Mr. F. C. Jenkin, for the defence, called the prisoner to give evidence. He said he had been driving a car for his master for the past three years. He recollected coming round the bend in the road just before the scene of the accident, when he saw about ten people in the road. They were busy tarring the road. Witness sounded his horn and some of the gang walked to the sides of the road. About that time his car was going at 13 miles an hour, because it was a straight road. Two of the tarring gang remained in the road, one of them standing and the other squatting. As he sounded his horn the man who was standing walked to the side of the road, but the man who was squatting remained in the same posture. As the car approached, the people at the side of the road shouted to the deceased and he tried to run to the left hand side of the road. Witness had no chance of missing him. In the act of rising from his squatting position the deceased picked up two tar buckets. The deceased was caught by the bumper. When the deceased was struck witness estimated the speed of the car to be about 10 miles per hour. After the accident witness put the injured man into his car and took him to the hospital, but before doing so he reported the accident to the Chin Wan Police Station next door. On arrival at Hongkong he went to Central Police Station and reported the matter. Cross-examined by Mr. Dyer Ball, the prisoner said that he took it that the deceased must have heard the sound of his horn as all the other people moved away from the middle of the road. Prisoner contended that the deceased was thrown from the bumper, as to the sound of the car at the time of the impact, according to evidence of some of the witnesses was not more than 10 miles per hour and therefore could not be termed reckless driving.

In summing up His Honour reviewed the evidence, and concluded by saying that the Jury had to choose between the evidence of the two road menders and the evidence put forward by the defence. The evidence of the two road menders was that the prisoner recklessly drove down on them men in such a way that he might easily have killed the whole lot. It was a question for the Jury to decide whether they were satisfied beyond all reasonable doubt that this was a true story. If so, they should bring in a verdict of manslaughter. If, on the other hand, they had any doubts as to the evidence of the roadmenders, and they were unlettered men, they must not convict. The manner in which the prisoner had behaved after the accident in reporting the matter to the police at both the intermediate Police Station and to the Central Police Station and also the fact that he had been out on bail were points worthy of notice.

The Jury then considered their verdict and after a very brief consultation returned a verdict of "not guilty."

The prisoner was discharged. The Court was then adjourned sine die.

ST. FRANCIS SCHOOL, HANCHAL.

The annual distribution of prizes to the children of the St. Francis and Holy Infancy Chinese School, Wanchai, took place yesterday at St. Patrick's Hall. The awards were distributed by Madame Corveia Albuquerque e Castro.

An entertainment was given by the children, and appreciated by those present. The Headmistress in her report stated that the school was now classified amongst those which had the highest point of efficiency for vernacular schools. This gratifying achievement was the result of a visit by the Inspector of Vernacular Schools recently. Accommodation was not so good as it might be, and they were greatly hampered by the lack of a playground, but she hoped this deficiency would be remedied when Morrison Hill was removed. She again reiterated her appeal that she had made more than once in her reports, that the Government in its new Praya Reclamation scheme, would take their needs into consideration and that a site would be allocated to them. The school was a pioneer school for girls in the Colony, and it was possible that before so very long they would have to leave their present premises. Thanks to the generosity of the Rev. Fr. P. Maria, the children had been treated to many outings during the year. Mr. H. H. Taylor had very kindly presented them with a Christmas tree, and the Society of St. Vincent de Paul had taken a keen interest in the poor pupils who attended the school. Senator Albuquerque e Castro, the Portuguese Consul-General, presided. This year's winner of the Lugard scholarship was Estelita Laya.

REMNAL SESSIONS.

THE PRISONER JUDGE (MR. JUSTICE GOMPERTZ).

MANSLAUGHTER CASE. PRISONER DISCHARGED.

case in which a motor driver, Li Sing, is indicted for manslaughter of another Chinese, named Li who was fatally injured in a motor collision on the Castle Peak Road, Chin Wan, on October 27th, was concluded yesterday afternoon. Dyer Ball, for the Crown, conducted his case by calling technical evidence, in which Traffic Sergeant Albert could quite well send their children to boarding schools in Hongkong, and then the road, including skid marks made by the car on a section of the road which was at the time being coated with tar.

Mr. F. C. Jenkin, for the defence, called the prisoner to give evidence. He said he had been driving a car for his master for the past three years. He recollected coming round the bend in the road just before the scene of the accident, when he saw about ten people in the road. They were busy tarring the road. Witness sounded his horn and some of the gang walked to the sides of the road. About that time his car was going at 13 miles an hour, because it was a straight road. Two of the tarring gang remained in the road, one of them standing and the other squatting. As he sounded his horn the man who was standing walked to the side of the road, but the man who was squatting remained in the same posture. As the car approached, the people at the side of the road shouted to the deceased and he tried to run to the left hand side of the road. Witness had no chance of missing him. In the act of rising from his squatting position the deceased picked up two tar buckets. The deceased was caught by the bumper. When the deceased was struck witness estimated the speed of the car to be about 10 miles per hour. After the accident witness put the injured man into his car and took him to the hospital, but before doing so he reported the accident to the Chin Wan Police Station next door. On arrival at Hongkong he went to Central Police Station and reported the matter. Cross-examined by Mr. Dyer Ball, the prisoner said that he took it that the deceased must have heard the sound of his horn as all the other people moved away from the middle of the road. Prisoner contended that the deceased was thrown from the bumper, as to the sound of the car at the time of the impact, according to evidence of some of the witnesses was not more than 10 miles per hour and therefore could not be termed reckless driving.

In summing up His Honour reviewed the evidence, and concluded by saying that the Jury had to choose between the evidence of the two road menders and the evidence put forward by the defence. The evidence of the two road menders was that the prisoner recklessly drove down on them men in such a way that he might easily have killed the whole lot. It was a question for the Jury to decide whether they were satisfied beyond all reasonable doubt that this was a true story. If so, they should bring in a verdict of manslaughter. If, on the other hand, they had any doubts as to the evidence of the roadmenders, and they were unlettered men, they must not convict. The manner in which the prisoner had behaved after the accident in reporting the matter to the police at both the intermediate Police Station and to the Central Police Station and also the fact that he had been out on bail were points worthy of notice.

The Jury then considered their verdict and after a very brief consultation returned a verdict of "not guilty."

The prisoner was discharged. The Court was then adjourned sine die.

A MISSING JUROR.

After the fifteen interval yesterday at the Criminal Sessions, when the hearing of a case was about to be resumed it was discovered that a juror was missing. His Honour Mr. Justice Gompertz remarked: "I understand, Mr. Attorney, there is a missing juror. What is the proper procedure? I proceed, do I not?" His Honour and Mr. Dyer Ball looked up the section of the Ordinance relating to the point raised. Before a decision on the point had been announced Mr. Dyer Ball informed the Judge that the missing juror had arrived and that it was not necessary to proceed further with the point. Addressing the juror concerned (Mr. Easton), His Honour said: "We have just been looking up the law as to what we should do in the event of your absence. Mr. Easton: I am very sorry I thought the Court resumed at 2.30 p.m. I am very sorry I am late. The Prisoner Judge: Well, you have kept your brethren waiting. The juror took his seat and the case was proceeded with."

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English York Cut Hams,	per lb.	1.30
"Pineapple" Bacon	...	1.30
American Cheese	...	0.90
MacLaren's Imperial Cheese	per jar	1.00 and 1.50
Gruyere Cream Cheese	per tin	1.30
Ox Tongues "Libbys"	\$3.50, \$5.00 and 6.00	
Bologna Sausage	per tin	0.85
Oliver Drings Cambridge Sausage	...	1.00
C & B Oxford Sausages	...	1.15
Cambridge	...	0.75
Walls Pork	...	1.20

GROCERY DEPT.

Noels Jam, Strawberry, Blackcurrant, Raspberry, Graingage and Red Currant (Glass jars)	...	0.70
Del Monte Asparagus	per tin	0.90
Brussel Sprouts	...	0.50
Parasips	...	0.50
English Marrowfat Peas	...	0.65
Ceylon Tea	per lb.	1.00
Hankow Tea	...	1.00
Breakfast Blend Tea	...	1.00
Coffee, Finest Blend (Roasted and Ground daily)	...	0.85

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NEW ADVERTISEMENTS

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the O.C.R.A.S.C. HEADQUARTERS OFFICES, Victoria Barracks, Hongkong, until 12 O'CLOCK Noon on the date stated, for the undermentioned services for a period of twelve months from 1st APRIL, 1923.

MEAT.—19th February, 1923.
FORAGE.—20th February, 1923.
HOSPITAL SUPPLIES.—20th February, 1923.
INDIAN SUPPLIES.—21st February, 1923.
GENERAL SUPPLIES, A.—22nd February, 1923.
GENERAL SUPPLIES, B.—22nd February, 1923.
FUEL.—23rd February, 1923.
BARRACK SERVICES.—2nd February, 1923.
TRANSPORT SERVICES.—25th February, 1923.

Tender Forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily.

Tenders will not be entertained unless accompanied by a deposit of \$100 as a guarantee of good faith.

The right to reject the lowest or any tender is reserved.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of Feb., 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND at Tai Hang, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents in Sq. Yds.	Annual Rental.	Upset Price.
1st Lot.	At Tai Hang.	about 5,250	54	5,250
As per sale plan.				

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of Feb., 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND at Causeway Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents in Sq. Yds.	Annual Rental.	Upset Price.
1st Lot.	At Causeway Bay.	about 7,500	78	7,500
As per sale plan.				

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of Feb., 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of two Lots of CROWN LAND at Waterloo Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot.	Boundary Measurements.	Contents in Sq. Yds.	Annual Rental.	Upset Price.
1st Lot.	At Waterloo Road.	about 7,000	200	7,000
2nd Lot.	At Waterloo Road.	about 11,700	131	11,700
As per sale plan.				

FOR SALE.

'OENONE'

CHINESE-BUILT CRUISER WITH AUXILIARY MOTOR.

Registered Tonnage: 24.
Length overall: 58 feet.
Apply to—
Mr. C. SEVERN,
132, The Peak.

NEW ADVERTISEMENTS

NOTICE.

OWING to the stoppage of the Peak Tramway service from 10 p.m. on the 10th inst., to 7 a.m. on the 12th inst., Motor Vehicles will be permitted to use the New Road to the Peak as far as Stewart Terrace from 6 p.m. on the 10th inst., to 10 a.m. on the 12th inst.

E. D. C. WOLFE,
Captain Superintendent of Police,
Hongkong, February 8th, 1923.

THE ROYAL HONGKONG GOLF CLUB.

JUNIOR CHAMPIONSHIP.

THE qualifying round played on SUNDAY, 4th FEBRUARY, resulted in the following players being entitled to play off by match play.

The result of the draw is as follows:—

9.48 L. Nelson v. A. H. L. Savage.
9.52 F. Taylor v. G. W. Sewell.
9.58 H. E. Parkinson v. R. M. Henderson.
10.00 R. E. Le Fleming v. H. E. Hollands.
10.04 G. B. Layton v. C. B. Riggs.
10.08 C. D. Lambert v. R. L. Moncrieff.
10.12 D. J. Cuthill v. C. C. Stark.
10.18 E. D. Black v. F. A. Dinahale.
10.20 A. G. M. Fletcher v. K. W. Beau.
10.24 C. W. Beckwith v. H. J. Koch.
10.28 C. J. Cooper v. T. Ramsey.
10.32 D. Templeton v. S. S. Church.
10.38 K. S. Morrison v. J. R. Lloyd.
10.40 A. Lissaman v. A. Morrison.
10.44 A. Leach v. P. P. J. Wodehouse.
10.48 H. G. Eales v. A. K. Henderson.

1st and 2nd round will be played off on the Main Course, Fanning, on Sunday, Next, 11th February.

Starting times and times have been booked.

PERCY SMITH, SETH & FLEMING,
Secretaries and Treasurers.

KOWLOON RESIDENTS' ASSOCIATION.

THE THIRD ANNUAL GENERAL MEETING.

of the above Association will be held in ST. ANDREW'S CHURCH HALL, on MONDAY, FEBRUARY 12th, at 8 p.m.

All Kowloon residents are cordially invited to attend.

A. MORLEY,
Hon. Secretary.
Kowloon, February 6th, 1923.

CHINESE GOVERNMENT RAILWAYS CANTON-KOWLOON LINE.

WITH the approval of the Ministry of Communications, TENDERS are invited by the HEAD OFFICE of the CANTON-KOWLOON RAILWAY, CHINESE SECTION, for the supply of TWO LOCOMOTIVE BOILERS. The Boilers are required to be identical and interchangeable with those of the Main Line Engines of the Railway and to fit the present frames; quotations to be C.I.F. Hongkong and delivery on to Railway Wagons at Holt's Wharf.

Specification, drawings and full particulars may be obtained upon application to the Head Office of the Railway at Canton. Applications must be accompanied by a cheque for \$1,035.00, of which \$35.00 is for cost of drawings and specification, and \$1,000.00 for deposit which will be returned upon receipt of a bona fide tender.

TENDERS, enclosed in sealed envelope clearly marked "TENDER FOR LOCOMOTIVE BOILERS," and addressed to The Managing Director, Canton-Kowloon Railway, Chinese Section, Canton, will be received up to the 4th day of May, 1923.

The firm whose tender is accepted will be required to sign a formal Contract and to furnish a deposit or guarantee to the amount of 10 per cent. of the value of the contract for the due performance thereof.

The Railway does not bind itself to accept the lowest, or any, tender.

The Head Office,
CANTON-KOWLOON RAILWAY,
Canton, 5th February, 1923.

THE CORONET.

ROMANCE.

KOWLOON THEATRE.

THE LITTLE CLOWN.

VISITORS TO CANTON.

BY THE PEARL RIVER.

CAPTAIN C. V. LLOYD.

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INTIMATIONS

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS.

HOLDERS in the Company will be held at the Office of the Company, 27, GEORGE STREET, No. 6, CONNELL ROAD, on FRIDAY, the 10th of FEBRUARY, at 11 O'CLOCK, A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1922, and electing a Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 1st February, 1923, until Saturday, 3rd February, 1923, both days inclusive.

SEBASTIAN, TOMES & CO. General Managers.

Hongkong, 26th January, 1923.

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN.

ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS IN THE COMPANY will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 10th FEBRUARY, 1923, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1922.

The TRANSFER BOOKS of the Company will be CLOSED from 5th February to the 12th February (both days inclusive), during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 24th January, 1923.

THE KOWLOON LAND & BUILDING CO., LTD.

NOTICE IS HEREBY GIVEN.

THIRTY-FOURTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Building, on TUESDAY, 13th FEBRUARY, 1923, at 11.30 O'CLOCK A.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts for year ending 31st December, 1922.

The REGISTER OF SHARES of the Company will be CLOSED from Monday, 5th February to Tuesday, 13th February, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MORRIS B. NORTHCOTE, Secretary.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., General Agents for THE KOWLOON LAND & BUILDING CO., LTD.

Hongkong, 29th January, 1923.

THE HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED and THIRTY-THIRD ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 11, DES VOUX ROAD, on TUESDAY, 13th FEBRUARY, 1923, at 11 O'CLOCK Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Monday, 29th January, to Tuesday, 13th February, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD, Secretary.

Hongkong, 13th January, 1923.

UNION WATERBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of Messrs. DODWELL & CO., LTD., on THURSDAY, the 15th FEBRUARY, 1923, at 11.30 a.m., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1922.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 15th February, 1923, both dates inclusive.

DODWELL & CO., LTD., General Managers.

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HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN.

THE ORDINARY YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at CITY HALL, Hongkong, on SATURDAY, the 24th FEBRUARY, 1923, at Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1922.

The Register of shares of the Corporation will be CLOSED from Monday, 12th February, to Saturday, 24th February, 1923 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. G. STEPHEN, Chief Manager.

Hongkong, 6th February, 1923.

IN THE SUPREME COURT OF HONGKONG.

IN THE GOODS OF RAPHAEL AARON GUBBAY late of Victoria, Hongkong, Exchange Broker (deceased).

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897 (No. 2 of 1897) made an order limiting the time for sending in claims to or against the above Estate to the 28th day of FEBRUARY, 1923. Creditors and Claimants are hereby required to send their Claims to the Undersigned by the above date.

Dated this 3rd day of February, 1923.

DEACON, HARBSTON & SHENTON, Executors for the Executor.

1, Des Vaux Road, Central, Hongkong.

INTIMATION

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E

WHISKY

Gives Perfect Satisfaction because it is a Skilful Blend of the Best Highland SCOTCH WHISKIES, Great Age, matured in Sherry-wood Casks.

A. S. WATSON & CO., LTD.

Wholesale & Spirit Merchants.

ESTABLISHED 51 YEARS.

HONGKONG OFFICE: 10A, DES VOUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 7TH, 1923.

THE EDUCATION OF BRITISH CHILDREN IN HONGKONG.

There has been no publication of the report of a Committee of the Education Board drew up after an investigation of the facilities for the education of British children in Hongkong, but a very interesting contribution to the discussion of the question appears in the annual report of the Headmaster of the Diocesan Boys' School. Mr. FEATHERSTONE mentions that one of the most noticeable things in connection with the school during 1922 was the large number of British parents who came to the school for advice and to seek admission for their boys. He sympathises very much with British parents who wish to have their boys and girls of from about 10 to 17 years of age educated in Hongkong.

"With a view to use," he says, "to tell these parents that they should send their children to England after a certain age. Among certain people there is a difference of opinion on this matter, and it is not always a question of the expense. Naturally parents desire to keep their children with them as long as they possibly can, and it is quite probable that if they could recognise that suitable educational facilities offered in the Colony to British children, parents, in many cases, would keep their children with them longer than is generally the case now."

Mr. FEATHERSTONE maintains that British parents "could wisely send their boys of from 10 to 17 years of age to a school like the Diocesan Boys' School, and their girls to the Diocesan Girls' School."

The general tone of these schools, he says, is quite as high as that of Boarding Schools in England, but their boarding accommodation needs improvement and they require larger grants in aid.

"The only satisfactory solution of the matter of the education of British children in Hongkong," Mr. FEATHERSTONE says, "is to build or to support Boarding Schools to which children could go as weekly boarders. There are many reasons in support of this suggestion. Boys and girls have not the facilities at home for work and games; there are too many distractions in most homes in Hongkong and children have too much pocket money which is often given to keep them out of mischief; so it is said; many homes are difficult of access; the inclemency of the weather often causes bad attendance; the distinction between races is neither good nor necessary; competition with other boys and girls in a large school would be an incentive to work; the discipline of a Boarding School would be an excellent thing for children who are often spoiled by servants and pampered by parents."

We have no idea of what the committee of the Education Board has recommended in the matter, but no one who has given any consideration to this subject can resist the conclusion that the Colony has reached a stage in its development when greater facilities than at present exist should be provided here for the education of the growing number of British children. Mr. FEATHERSTONE says that, from the point of view of the Government, a first-class Secondary School for British Boys and Girls would entail an expenditure which could not be justified; hence the suggestion that the Diocesan Boys' School and the Diocesan Girls' School could, with larger grants in aid from the Government, meet the reasonable requirements.

Whether it would be a wise thing for British parents to keep their children in the tropics is a question that they themselves must decide. Medical experience has hitherto pronounced against it; but as the discoveries of medical and other science have served to remove many of the perils and the discomforts of life in the tropics, the old objections have to some extent broken down. In the last ten years or so scores of British children have had the whole of their education in the Far East. From places like Shanghai and Hongkong they have gone to boarding schools in the more bracing climate of Chefoo and Weihaiwei. Whether, taken all the year through, these places are greatly to be preferred, from a health point of view, is a question for medical practitioners to determine, but apart from this consideration, we see no reason why facilities should not be provided for the education of British children in boarding schools in the Colony of Hongkong equal, if not superior, to those afforded anywhere else in the Far East.

There will be a Musical at the Helena May Institute on Thursday, February 8th, at 5.30 p.m., for members and their friends. Tickets (fifty cents each) should be obtained in advance from the Secretary.—ADVT.

Mr. A. L. Dickson, Acting Registrar of the British Supreme Court at Shanghai has severed his connection with the service he has been associated with for many years, to take up a position as an assistant solicitor with the British American Tobacco Co.

The Captain Superintendent of Police announces that owing to the stoppage of the Peak Tramway service from 10 p.m. on the 10th inst. to 7 a.m. on the 12th inst. motor vehicles will be permitted to use the new road to the Peak as far as Stewart Terrace during that period.

Command Orders by Major-General Sir John Fowler issued yesterday announced the receipt of War Office authority for the appointment of the Rev. Mr. W. Shewell, M.A., C.F., as Senior Chaplain of the Forces, China Command with effect from January 1st.

Whilst walking along Des Vaux Road West yesterday afternoon a Chinese mendicant was knocked over by tram-car 52, and seriously injured. He was immediately taken to the Government Civil Hospital, but he died later in the day from his injuries.

A meeting of the Legislative Council is called for to-morrow. Besides the second reading of the Mui Tai Bill two new Bills are on the agenda—one to further amend the Medical Registration Ordinance 1894, and the other to amend the Maintenance Orders (Facilities for Enforcement) Ordinance 1921.

Admiral Sir Arthur Leveson, commander-in-Chief of the China station, is expected to arrive in Manila on board his flagship H.M.S. Hawkins, on February 18th. The flagship will be accompanied by the following ships: H.M.S. Despatch, H.M.S. Diomedes, H.M.S. Peterfield, H.M.S. Triton and several submarines. "Lady Leveson" and her two daughters, will also visit Manila. They will go on a passenger steamer, possibly arriving a day or two before the H.M.S. Hawkins.

The Medical Officer of Health's return for the past week shows that there were ten cases of notifiable disease in the Colony including five deaths. They were as follows: two British, one Indian, and two Chinese cases of diphtheria (three deaths); two British, one Chinese and one American case of enteric fever (one death); one fatal case of cerebro-spinal fever; Chinese. There was also one Chinese death from influenza. On Monday there was one Chinese case of diphtheria.

At the Marine Court, yesterday morning, the foreman of a night soil junk was charged before Commander C. W. Beckwith, by Sanitary Inspector W. Thompson with dumping night-soil in Kowloon Bay. In the course of his evidence the Inspector said that when the defendant was arrested all his folk ran away. The defendant's explanation was that he was discharging the night-soil into some gardens. He did not dump it into the water. The Magistrate imposed a fine of \$20.

The Superintendent of the Ex-German Concession in Hankow, Mr. Lun Yu, who has been in custody in Wuchang on charges of embezzlement of government funds while he was in charge of the ex-German Concession administration, has been ordered by General Wu Pei-fu to be handed over to a special military court to be held at Loyangfu for his trial. In a telegram to Wuchang, General Wu Pei-fu states that the case should be severely dealt with since the allied embezzlement reflects much discredit on Chinese officialdom.

A daring and successful surgical operation was performed on board the steamer Taiyuan during a voyage from Hongkong to Sydney. One of the officers being seriously ill, the ship's surgeon requested Dr. Babington, Fleet Surgeon, China Naval Station, who was a passenger, to join him in consultation, as the outcome of which the operation was performed. A portion of the Taiyuan's bridge was screened with canvas and transformed into an improvised operating theatre. Despite the rolling of the ship, the operation proved successful, and the patient had almost recovered when the vessel arrived at Sydney.

Mr. John MacLennan, sub-manager of the London office of the Hongkong and Shanghai Banking Corporation, has retired as at December 31st last, after a long period of service in the bank. He has been replaced as sub-manager by Mr. E. W. Townsend. Mr. MacLennan was at one time sub-manager of the Singapore Branch, and subsequently manager in Nagasaki and then in Kobe. He was appointed sub-manager in London in 1909, and occupied that position until his retirement. He was of a very genial disposition, and he will be missed by clients and staff alike. Mr. E. W. Townsend, who succeeds him, was formerly manager at Bangkok, and returned to London about two years ago.

Mr. Harry Boyd, C.B.E., of the Home Office (formerly a broker in Shanghai), was married recently in St. James's Church, Piccadilly, to Lady Ada Fitzwilliam, daughter of the late Duke of Leeds and widow of the Hon. William Wentworth Fitzwilliam (uncle of Earl Fitzwilliam), who died in 1917. The bride, who was given away by her brother, the Duke of Leeds, wore a gown of peacock blue chiffon velvet draped in long lines, and caught at one side, below the waist, with large oxidized silver clasps, and she had a small hat matching the dress in colour, trimmed with blue capreys, and having a long veil of blue gauze at the back. There were no bridal attendants. Major-General Gerald Boyd, the bridegroom's brother was best man. A large congregation of well-known people attended the ceremony.

REGISTRATION OF MEDICAL PRACTITIONERS.

PROPOSED AMENDMENT OF THE ORDINANCE.

A Bill to amend further the Medical Registration Ordinance, 1894, is on the agenda for first reading at to-morrow's meeting of the Legislative Council. The "Objects and Reasons" attached to the Bill state:—

1.—Sub-section (3) of section 3 of the Medical Registration Ordinance, 1894, as enacted by section 3 of the Medical Registration Amendment Ordinance, 1914, has never yet been used. Clause 2 of the bill, therefore, proposes to repeal it.

2.—Section 11 of the Medical Registration Ordinance, 1894, should have been repealed by the Medical Registration Amendment Ordinance, 1914, as the whole question of the right to registration is dealt with in the section added to the principal Ordinance by section 5 of the amendment Ordinance. Clause 3, therefore, proposes to repeal this unnecessary section.

3.—Under the Ordinance of 1894, persons could be registered wherever their qualifications were required, and the right to registration did not depend in any way on the standard set up by the General Council of Medical Education and Registration of the United Kingdom. The amending Ordinance of 1914, introduced the principle of accepting only those qualifications which would be recognised by the General Medical Council. The effect of clause 4 of the bill is to enable the Governor in Council to remove from the register any person who would not be qualified for registration now, provided that such person shall not have been in continuous practice in the Colony for a period of three months at any time during the period of five years next preceding the publication of the "Gazette" of notice of proposal to make the order. Notice is to be sent, if possible, to the person proposed to be affected.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

RUHR OCCUPATION.

GERMAN CHANCELLOR'S UNEXPECTED TOUR.

LONDON, February 5th.
It now transpires that Chancellor Cuno unexpectedly made an extensive tour of the Ruhr during the week end. He visited many large towns, including Essen, where he conferred with representatives of all classes of the community.

The French anticipate that the visit will stimulate a new offensive by German officials.

GERMAN RAILWAY STRIKE STILL CONTINUES.

LONDON, February 5th.
French advisers from Dusseldorf show that the railway strike continues at Mayence, Cologne and other places, though a resumption has been reported at Treves and elsewhere.

The Essen Police Prefect is among the latest batch of expulsions.

The export is prohibited, from the Ruhr, of tar, benzole and sulphate of ammonia.

EARLIER CABLES.

GERMAN OBSTRUCTION TACTICS CONTINUE.

BERLIN, February 5th.
A message from Karlsruhe states that the Baden Government has appealed to the population, strongly protesting against the French occupation, and instructing officials not to comply with any orders made by the occupation authorities. The Frankfurter Zeitung reports that French troops yesterday occupied the railway station at Godeland, cutting off railway communication between Frankfurt and Mannheim.

PARIS, February 5th.
A strike of miners in the Sarre region began this morning. A report from Dusseldorf asserts that a tour of the Ruhr by Chancellor Cuno coincides with the recrudescence of resistance by the officials, particularly the railwaymen, who have resumed their tactics of partial strikes, notably at Coblenz.

FRANCE CONSIDERING NEW PENALTIES.

PARIS, February 5th.
The Minister of Transport, General Weygand, has again gone to the Ruhr, the Minister's principal object being to help to decide on a basis for the organization to co-ordinate rail and river transport for military purposes and also supply of coal to the Entente, and also to examine with the local French authorities the application of the new penalties which is considered the resistance of Germany has rendered necessary.

[BY COURTESY OF THE FRENCH CONSUL.]

BRUXELLES, February 5th.
Mine-working continues.
Unoccupied Germany is cut short of coal.
Switzerland is assured of receiving weekly five trains of coal. Embassies from the Reich are trying to induce railwaymen not to work.

A mission of technical financiers is now studying the best means to raise taxes on coal, to organize customs and to solve the monetary questions.
Von Guericke declares Germany by her passive resistance is economically committing suicide.
The President of the American Foreign Affairs Committee declares that the German workmen's appeal should be dropped because the majority of the Congress regard the French occupation of the Ruhr as a rightful step.

LATEST CABLES.

EMPIRE EXHIBITION.

REPORT CRITICISES MANAGEMENT'S METHODS.

LONDON, February 5th.
The main feature Sir Wm. Joyce's report of the inquiry into the organization of the Empire Exhibition, is a recommendation for the strengthening of control over the management, by the creation of a small standing executive committee, including one representative of each Dominion. The High Commissioner's report emphasizes the importance of members of the executive committee being men of business experience, able to take a strong Imperial spirit into the whole organization.
The report finds no justification for believing that there has been either corruption or malfeasance, though it criticises the management's methods and also the general manager's grave lack of tact.

EARLIER CABLES.

BOMB-EXPLOSION.

ATTEMPT TO ASSASSINATE HUNGARIAN PREMIER.

SOBIA, February 5th.
A bomb aimed at M. Stambulski, the Bulgarian Premier, at a performance in the National Theatre, exploded, but no one was injured.

The bomb was thrown at the box where the Premier and other Ministers were seated. His Majesty the King and the Royal Princesses were present in the theatre. There was no panic. The damage done was very small.

EARLIER CABLES.

LAUSANNE BREAKDOWN.

LONDON PRESS OPINION DIVIDED.

LONDON, February 5th.

Opinion in the press with regard to the causes of the breakdown of the Lausanne Conference are divided. The Times for example attributes the Turkish refusal to sign the treaty to the report that France was prepared to enter into separate negotiations with Turkey. The Daily Mail attributes the failure to the reasonable Turkish claims to the rights of a nation. It is generally felt that the breakdown does not involve war, and it is suggested that if the Allies remain united an agreement may soon be reached, but the danger of separate negotiations is recognised.

PARIS, February 5th.
The newspapers generally regret that the Turks have failed to sign an advantageous treaty, but do not regard the situation as alarming, pointing out that at least the resumption of Greco-Turkish hostilities is now impossible, while Allied unity is maintained, permitting the hope of a resumption of the conversations elsewhere. The Matin asserts that M. Bompard has exceeded his instructions, and gave Lord Curzon a pretext for a rupture on the subject of the capitulations. It says M. Bompard will not resume conduct of the negotiations.

CONFERENCE MAY BE MERELY SUSPENDED.

LONDON, February 5th.

Lord Curzon has arrived in London.

LAUSANNE, February 5th.
The consensus of opinion is that the Conference is not ruptured but merely suspended, and that a resumption of the inter-Allied conversations is probable. The Turks expect to leave on Wednesday. They assert that the rupture was not due to the question of the capitulations, as the French affirm, but to the refusal by the Turks to accept a stipulation in the treaty for recognising the railway concessions granted to the French and Italians by the Constantinople Government.

MYSTERY OF THE TURKISH VOICE.

PARIS, February 5th.

M. Poincare, interviewed, said it would be necessary to elucidate the mysterious reasons for the Turkish voice for a secondary question like the capitulations. Good sense demanded a resumption of the negotiations in order to prevent war. The contact of the Allies with Ankara must be maintained, but the Allies must first decide on a common policy.

TURKS ACCEPT THE CAPITULATIONS CLAUSE.

PARIS, February 5th.

It is learned authoritatively that Ismet Pasha has now accepted the capitulations regime, which was one of the points on which the Lausanne Conference broke down. It is reported from Lausanne that M. Bompard is convinced the Turks are now prepared to sign the treaty, either at Lausanne or elsewhere.

The Turkish acceptance of the capitulations clause was notified to M. Poincare by M. Bompard after his interview with Ismet. The Turks maintain reservations on points like Mosul, which the Allies have accepted. M. Poincare hastened to communicate the news to London.

French official circles now see no reason why there should be any delay in signing the treaty. Ismet Pasha emphasised that if he went to Ankara, the Mudania armistice would prevent a resumption of hostilities during his absence.

LAUSANNE, February 5th.

The American representative conferred successively with Ismet Pasha and the Italian delegate Signor Montanari. He is hopeful of finding a formula which will enable the Turks to sign. The Italian delegation chief, Garroni, has postponed his departure.

FOREIGN EXCHANGE FLUCTUATIONS.

LONDON, February 5th.

Foreign exchanges at first sharply relapsed on the failure at Lausanne, but later partially recovered. The French franc closed at 73.20, the Belgian at 83.25, the lire at 93.3/4, marks at nominally 190,000 to 105,000, and sterling at 4.07 5/8. The Stock Exchange was at first dull, but quickly recovered.

TURKS' AUTHORITY OVER FOREIGNERS.

[British Official Wireless Press.]

LEAFIELD, February 6th.

Commenting on the situation, the Evening Standard says Great Britain and the Allies had already agreed to the abolition of the old capitulations and the substitution of arrangements of some what doubtful value. On Saturday they went even further in the direction of reducing the protection of their citizens against the caprice or aggression of the Turkish magistrates and officials, but all to no purpose. The Turks declined as an insult to their nationality anything short of practically complete authority over foreigners in the Ottoman dominion. They object to anything of the nature of a special region for European nationals. It is not thinkable that with Turkish law and administration in its present state civilized Powers can consent to leave the personal safety and civil rights of their citizens wholly to the discretion of Turkish magistrates. On the other hand, there is every reason that, as in case of Japan, a promise of treaty revision should be given contingent on the reform within a reasonable period of the Turkish judicial and administrative system.—Daily Bulletin.

(Continued at foot of next column.)

U.S. IMMIGRATION LAW.

FURTHER DRASTIC RESTRICTIONS MOOTED.

WASHINGTON, February 5th.

The House of Representatives Immigration committee has approved a new Bill further drastically reducing the number of aliens admissible, by lowering the figure of each nationality from three to two per cent, of the number already resident in the United States, also taking the census of 1890 instead of 1910 as a basis. Immigration officials estimate that the total admitted yearly would be 158,000 instead of 358,000.

ONLY POTENTIAL CITIZENS TO BE ADMITTED.

LATER.
The Immigration Bill of 1890, was chosen because it provided a greater proportion of immigrants came from Northern Europe. The Bill provides for the admission of relatives of citizens who are naturalized or of those who intend to become naturalized citizens. All persons who are not potential citizens will be excluded, except certain professional classes. This section is aimed at the Japanese.

OUTRAGES IN IRELAND.

REBELS' CAMPAIGN AGAINST OFFICIALS.

LONDON, February 5th.

Ballygassan House, the residence of Mr. Russell, sub-sheriff of Co. Louth, has been burned down by armed men, who described their action as a reprisal for the executions by the Government, of which Mr. Russell is an official.

LONDON, February 5th.

A message from Dublin states that the Co. Wicklow residence of Colonel Eustace Maude, who is in Ceylon, was burned down by armed men this morning. Mrs. Maude and the household looked on, covered by the rifles of the raiders.

BANK MERGER.

LLOYD'S BANK TAKES OVER COX'S BANK.

LONDON, February 5th.

Lloyd's Bank, with the approval of the Treasury and the Army Council, has taken over Cox's Bank.

DANISH BANK.

GUARANTEED BY DANISH GOVERNMENT.

COPENHAGEN, February 5th.

The Rigsdag has passed a Bill establishing a State guarantee of the Landmanns Bank.

STATEMENT BY LORD CURZON.

[British Official Wireless Press.]

LEAFIELD, February 6th.

Lord Curzon and the whole of the British Delegation from the Lausanne Conference reached London this afternoon. The Foreign Secretary was met at the station by Lord Cromer, representing the King, the Prime Minister, Duke of Devonshire, Lord Derby, and many other members of the Cabinet, as well as several representatives of the Diplomatic Corps.

Lord Curzon proceeded at once to Buckingham Palace, where he had an audience of King George.

In the evening a Cabinet meeting was held. The Foreign Secretary said that the breakdown at Lausanne occurred mainly upon the question of capitulations. This is not a matter which affects only one or two countries. It affects every country which has a national in Turkey. As the future of Turkey must depend very largely upon establishing the confidence of foreign business units and upon receiving outside assistance in the matter of sorely-needed reconstruction, it would certainly appear that the Turkish delegation had jeopardized the future welfare of their countrymen by maintaining so stubbornly that the Allied proposals affected Turkish sovereignty.

Apart from the humanitarian considerations involved in judicial guarantees, the London financial Press points out that not enough confidence is yet felt by business men in Turkish ideas and administration of commercial law to encourage them to take the risks involved in trading with Turkey.—Daily Bulletin.

FOREIGN EXCHANGE MARKET.

[British Official Wireless Press.]

LEAFIELD, February 6th.

Continental exchanges suffered a sharp setback to-day. French francs, which on Saturday closed at 72.50, opened no better than 76, but later recovered, closing at 74.50. German Marks also relapsed, the opening rate being 200,000, but they had recovered slightly at the end of the day.

Sterling on New York was also adversely affected at the beginning of business, but recovered and closed better on the day.

The following are the foreign exchange rates:—

Paris	74.50
New York	4.07 1/2
Brussels	84.45
Geneva	24.84
Amsterdam	125
Berlin	193,000
Milan	97
Copenhagen	24.72
Christiana	25.19
Vienna	320,000
Prague	160
Helsingfors	150
Madrid	29.73
Lisbon	2.25
Buenos Aires	22

—Daily Bulletin.

A ROYAL ROMANCE.

PRINCESS AND CAVALRY OFFICER BECOME ENGAGED.

ROME, February 5th.

Princess Yolanda is engaged to Count Calvi di Beropio, a cavalry captain who was wounded in the war.

M.C.C. F. TRANSVAAL.

TRANSVAAL TEAM'S SMALL SCORE.

JOHANNESBURG, February 5th.

The weather for the match between the Transvaal and M.C.C. was fine, and the attendance numbered 2,500. The wicket was a fast one. The Transvaal team compiled 171, Catterall contributing 88. Macaulay took 4 wickets for 30 and Fender 4 for 65. The M.C.C. replied with 148 for the loss of one wicket, Russell knocking out 58 and Sandham being 65, not out.

A WONDERFUL INNINGS.

MAMMOTH SCORE IN AUSTRALIA.

MELBOURNE, February 5th.

The Victorian second eleven playing against Tasmania made 1,050, of which Fensford contributed 480. With the exception of Melbourne University's 1,004 this is the highest innings total recorded either in first-class or minor cricket.

OBITUARY.

MR. W. B. MALCOLM.

LONDON, February 5th.

The death is announced of Mr. W. B. Malcolm, senior partner in Coutts Bank, and father-in-law of General Sir Neill Malcolm, commanding the troops at Singapore.

"TEA-MONEY" SUBSTITUTED.

A SINGAPORE INCIDENT.

A correspondent writes to the Straits Times.

With reference to the passing of an ordinance making it illegal for any landlord or agent of any landlord, tenant or subtenant, to receive any premium or consideration for granting or renewing any lease or agreement for the tenancy of any house, building or part of same, or for the surrender of any such tenancy, it would perhaps be well to warn the authorities that certain wily Asiatic landlords who are bent, by hook or by crook, on filling their coffers, would soon find ways and means of evading the terms of the ordinance, and thus defeat the ends of justice.

The following instance is a case in point which came under the writer's notice not long since and at a time when landlords anticipated some such move on the part of the authorities, as has already taken place, viz., the passing of the ordinance above referred to. An Indian Mahomedan within a mile of Government House, which was undergoing sundry repairs, was the scene of the writer's most anxious search for a house for himself and in the writer's company approached the bland and smiling landlord or his representative. He was assured that he could have the house, provided he paid for all the repairs which was estimated to cost something like \$2,000 or slightly under. Needless to say, the negotiations fell through; and when the landlord was accused of trying to extort tea-money under another guise, he flatly denied that such was the case and maintained that he was only seeking to reimburse himself for his outlay, although it did not need the services of an expert to determine roughly the cost of the repairs. In so far as a tenant or sub-tenant is concerned, his days of exploiting his landlord's property to his own advantage are no doubt over, for the ordinance fully protects the incoming or prospective tenant, and prevents the outgoing tenant from reaping a rich harvest at the expense of his landlord; but when a prospective tenant has to deal with the landlord direct, many of the latter would be slow in devising some plan that would bring him profits without infringing the terms of the ordinance. Latterly, most landlords in order to prevent tenants from profiting by their tenancy, have inserted a clause in the rent bill prohibiting tenants from letting or sub-letting, hitherto quite a common practice among certain sections of our mixed community.

Wholesale motion pictures, continued the Economic Commissioner, could also be introduced into the rural parts of China, where they would be a fine medium of intelligence, and an effective preacher of social reform.

Mr. Chow further stated that the whole scheme of organising the Sino-American film company was warmly approved by Mr. Will H. Hayes, Postmaster-General of the United States.

Mr. Chow Tze Chi spent about seven weeks at Paris, where most of his time was devoted to negotiating for the reorganisation of Banque Industrielle de Chine.

U.S. NAVAL EXERCISES.

ATLANTIC AND PACIFIC FLEETS TO JOIN FORCES.

In view of the new declaration of policy in the annual report of the United States Naval Secretary, which involves the assembling of the active fleet at least once a year for a period of not less than three months, special interest attaches to the programme of the Atlantic and Pacific Fleets for the first three months of 1923.

Up to February 10th the Atlantic Fleet, under Admiral Hilary P. Jones, will be at Guantanamo, Cuba; where it will be occupied in small arms and anti-aircraft practice, while the destroyers engage in battle torpedo practice.

The fleet will then proceed to Panama, and on February 17th will join forces with the Pacific Fleet under Admiral E. W. Eberle for a period of six weeks until March 31st. From February 16th to 24th there will be a "fleet problem" worked out of Panama by the entire forces present, including the battle divisions, destroyer squadrons, submarine flotilla, and the air squadrons.

Tactical exercises will be held from March 12th to 16th and March 16th to 23rd, and the period from March 24th to 30th will be occupied by overhauls, fuelling, and the firing at the ex-battleship Iowa. For the last named, the Mississippi will be the firing ship, and the Mine Force are to control the target. Marine detachments from the fleet will be landed and will encamp in the Canal Zone from March 5th to 16th. Saturday afternoons and Sundays are to be devoted, as far as practicable, to recreation and athletics.

On March 31st the Pacific Fleet will proceed to San Pedro and the Atlantic Fleet to Guantanamo.—Daily Bulletin.

CHINESE ON AMERICAN SHIPS.

PROTEST BY SEAMEN'S UNION.

The President of the International Seamen's Union of America has addressed a letter to the President of the United States on the question of the increased employment of Chinese in the crews of American ships operating in the Pacific. The President pointed out that the proposed Ship Subsidy Bill permits the employment of Chinese and other Orientals in the steward's department of any subsidised vessel, and in the passenger vessels this would mean the majority of the crew. It was also explained that some nine of the large Shipping Board passenger liners operating out of San Francisco and Seattle are partly manned by Chinese.

The concluding paragraph of the letter is reported to read as follows:—"We call attention to this distressing state of affairs because the lessons of history upon that subject are exceptionally clear and emphatic. No nation has ever developed a sea power unless it furnished the seamen from its own population. No nation has long retained sea power after its men quit the sea, for, in the final analysis, sea power is in the seaman."

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "DAILY BULLETIN."]

TWELFTH YEAR EIGHT PER CENT. LOAN.

PEKING, February 5th.

The Minister and Vice-Minister of Finance attended the House of Representatives this afternoon and explained the terms of the Eight Per cent. Loan. The issue price will be 82, and there is a commission of six per cent.

The sum of \$3,500,000 will be expended upon the redemption of the recent special Treasury debentures, and the remainder is for administrative expenses in tidying over the New Year.

In reply to members' queries, Liu En Yuan promised to give fuller details of expenditure later.

The House then went into committee to discuss the proposals but did not vote on them.

KINSHAW RAILWAY STRIKE.

HANKOW, February 5th.

Owing to a strike on the Kinshaw Railway, the trains are not running.

It is stated that the strike is against the military.

It is understood that there will be an attempt to call a general strike tomorrow.

MOTION PICTURES FOR CHINA.

BIG SINO-AMERICAN ENTERPRISE.

Mr. Chow Tze Chi, Economic Commissioner, who has just returned from Europe and America where he conducted an inquiry for the Government, has given new details concerning the formation by American and Chinese interests of a joint stock company, a project dealt with at some length by American papers recently and mentioned in dispatches that arrived while Mr. Chow was en route to China.

The capital of the company Mr. Chow said, fixed at \$10,000,000, half of which, it is arranged, shall be furnished by American capitalists, and the other half, by Chinese capitalists. Of this sum, \$1,000,000 has already been subscribed.

The first enterprise of the company will be the production of motion pictures in China depicting Chinese scenes. Business along this line will be carried on under the name of Peacock Film Co.

Mr. Chow dwelt at length on the possibility of developing the motion picture industry in this country.

"Already," he said, "a number of Chinese students in America are studying the technique of film production. In America, the films no longer depict Chinese as villains or robbers, as they used to do. Where the scenes of 'China Town' are screened, the part is usually played by Japanese."

"We have lots of historical incidents that are nicely adapted for presentation on the film. There are scenes of heroism and valor, which, if shown abroad would enable foreigners to understand the finer qualities in the Chinese race."

Wholesale motion pictures, continued the Economic Commissioner, could also be introduced into the rural parts of China, where they would be a fine medium of intelligence, and an effective preacher of social reform.

Mr. Chow further stated that the whole scheme of organising the Sino-American film company was warmly approved by Mr. Will H. Hayes, Postmaster-General of the United States.

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CHINESE PLUCK.

A STORY FROM FOOCHEW.

However backward Chinese women may be in many respects, a story from the Y.W.C.A. in Foochow illustrates their pluck, perseverance, and initiative which they certainly possess when occasion arises.

The Chinese Y.W.C.A. had just completed their final arrangements for the annual financial campaign in Foochow, by which they hoped to collect \$1,000 for the coming year's expenses when the unfortunate political troubles broke out and the women, no longer thinking of collecting money in the panic-stricken city, spent their days in nursing the wounded and helping the destitute.

This state of affairs continuing, the Association found itself absolutely without funds and they realized that unless they obtained money very quickly they would have to stop all their activities. With this dismal prospect facing them, the Chinese members of the Association volunteered to venture forth and begin the usual three weeks' campaign. Undoubtedly pluck was needed, as the streets at that time were not safe for men, much less for women, but these women went through and returned at the end of their campaign with the unexpected and un hoped for sum of \$2,500 instead of the \$1,000 as was first suggested. This was all the more noteworthy as fighting was being carried on near the city the whole time, all the banks had been closed and the richer merchants with their families had fled to safer places. Amongst the girls the Military Governor stood first as he officially presented the Association with \$500—the largest amount yet received in this part of China—and sent a personal contribution as well.

My Child, I now present to you The Chinese Cook: call'd "Dah-su-tu" By his Compeers, since Time began. It signifies "The Great Workman." When of the numerous Times I think, I've how'd in dis-gest-ions Brink, His Title I'd forth with a-mend; And Christen him, "The Doctors Friend!"

I've ponder'd Times of an-cient Lore. To learn the Source of all his Store Of Bee-pee, in-im-i-cal. While some are tech-no-chem-i-cal, They em-u-late in great-er Part From Djin or Af-reet's mystic Art. Thus, I'm con-vinc'd that spher-oid Thing

He makes and calls a Fish Pud-ding; Re-sembling Tu-mor, of a kind, Was ne'er con-cay'd by mortal Mind! "Twould do for Foot-ball, to the Ounce, And gad! my Child, how it can bounce! I'd em-pa-size his major Fault— His at-ter-dis-regard of Salt. With scant-y Kitchen E-q-uip-ment, A Ban-quet he will quick in-vent. Though Lar-der hold Food but for five, If un-ex-pect-ed Guests ar-rive, He mut-ters in-can-tations, then Serves up enough at least for Ten. To Cook-ing, Child, his Wizard-ry Is not con-cin'd. In Finance he Out-thinks, by far, who-e'er may come To head the Bank's Con-sort-i-um. Thus, while a Men-ace to our Health, Scorn heavily a-mas-sing Wealth.

—B. R. L. F. in the Peking and Tientsin Times.

A CHILD'S PRIMER OF THINGS CHINESE.

THE CHINESE COOK.

PICTURES BY WIRELESS.

NEW ERA IN ILLUSTRATED JOURNALISM.

A London message to the Indian papers, dated December 27th says:—

By the enterprise of the Daily Mail's wireless photography after many of the past year's experiments have at last become accomplished facts. The actual discoveries have been made by Mr. T. Thorne Baker, a well-known pioneer in photo-telegraphy, who, since 1908, has been engaged on behalf of the Daily Mail in solving the problem. Highly encouraging results were obtained by Mr. Baker nearly two years ago, but during the last few weeks improvements have been made which constitute a wonderful advance. The method employed is wholly automatic, eliminating all possibilities of human error. Broadly it consists of placing a specially prepared photograph on the wireless transmitter in such a manner that the photographic image is reproduced on a sensitive film in another station. The Daily Mail published this morning a wireless photograph transmitted between two buildings 100 yards apart. The blocks were coarse screen ones, but nevertheless distinctly show the figures and their action.

NAPIER JOHNSTONE'S

'N. J. CLUB'
SCOTCHThe "Peg"
of Ages

1745

till

to-day



OBTAINABLE FROM

LANE, CRAWFORD, LTD.

AND ALL WINE MERCHANTS

This pure old Whisky has had, since 1745,
a great reputation amongst connoisseurs
for its mellow flavor, and still maintains
a world-wide identical quality.

Get Back
Health &
StrengthGet back health and
strength by the aid of
Hall's Wine—the great
British tonic restorative.If suffering from heat fatigue, if
enfeebled by strain or overwork,
Hall's Wine will help you. It
vitalises and enriches the blood, which in
turn nourishes and strengthens the nerves.Hall's Wine will give new life and vigour,
and all the qualities needed to withstand
the daily strain. It has been widely used in
Great Britain for over a quarter of a century
—and is recommended by doctors, nurses
and patients. The testimony of users shows
that its timely merits are greatly appreciated.

Hall's Wine

THE SUPREME TONIC RESTORATIVE



A lady says: "Hall's Wine has made me feel better than
I have ever felt in my life."
Made a new man of him: "I was terribly weak and I can
honestly say that Hall's Wine has made me almost a new man."
A case that seemed hopeless: "I was in a serious condition.
My case seemed hopeless. I tried Hall's Wine
and am now fit enough to return to work."

Hall's Wine is obtainable from all first-
class Chemists and Wine Merchants, and
Wing On Co. Ltd., and Sincere Co. Ltd.

Sole Proprietors:
STEPHEN SMITH & CO., LTD., BOW, LONDON, ENGLAND.

'PHILIPS'

A PHILIPS LAMP
IS A PERMANENT
ECONOMY

SOLE AGENTS

Holland/China Trading Co.
Hong Kong

SOME REMARKABLE MEN.

LORD RIDDELL'S ANALYSIS.

The ninety-ninth anniversary of the
foundation of Birkbeck College (University
of London) was celebrated on
December 13th when Lord Riddell visited
the institution in the evening to deliver
the Foundation Oration.

Lord Riddell, who chose as the subject
of his oration "Some Studies of Remark-
able Minds," said the difficulty was to
make a selection, but he had decided to
describe the minds of six trinities cover-
ing, amongst others, men of the Services,
science, art, and politics. For his trinity
of "three men who made the peace" he
chose M. Clemenceau, Mr. Lloyd George,
and ex-President Wilson. His study, he
observed, was made at the Paris Peace
Conference in 1919. M. Clemenceau he
described as a man of overwhelming
energy, vitality, courage, ruthlessness,
humour, and quickness of perception.
His glowing, restless eyes were an index
of his character, but his chief defect was
his inability to work with others on
equal terms, and his intolerance of opinions
with which he disagreed. Mr.
Lloyd George in some respects resembled
M. Clemenceau. He had the same ex-
traordinary energy and vitality, the
same gift of humour and quickness of
perception, but, unlike M. Clemenceau,
he was not ruthless and bitter, and he
delighted in compromise. Ex-President
Wilson differed widely from both M. Cle-
menceau and Mr. Lloyd George, for,
while he had energy and driving force, he
lacked their quickness and ready powers
of argument. It was easy to see that his
stupendous labours were likely to break
him, which they did. It was clear also
that he had not the gift of working with
others or making use of other people.
When, for instance, the celebrated Prin-
ciple memorandum was agreed upon Mr.
Wilson offered to prepare it. Thereupon
he sent for his typewriter, and, much to
the surprise and amusement of his col-
leagues, sat down and typed out the docu-
ment as if he had been a typist at £3 a
week instead of the ruler of 110,000,000
people.

THREE GREAT FIGHTING MEN.

"Some critics describe him as vain,"
added Lord Riddell. "He's an Ameri-
can!" came a shout from the gallery
amidst laughter. "Well, even for an
American," retorted Lord Riddell, "but
I would not say he was vain; I would
rather describe him as egotistical and
pragmatic." For the three great fight-
ing men Marshal Foch, Earl Kitchener,
and Earl Beatty were selected. The first-
named Lord Riddell summarised as being
a man possessed of a simple, direct mind,
with great powers of imagination in mili-
tary affairs, and great obstinacy of pur-
pose. The late Lord Kitchener had
energy, vision, and ideas, but latterly,
his lordship said, he formed the opinion
that he was no longer a great organizer.
At times he was mentally very active; at
others he seemed dull and inert, and, no
doubt, to the effects of the English cli-
mate upon a man who had lived so long
in hot countries. Lord Beatty's face told
them what he was. His keen, flashing,
restless eyes showed him a daring spirit,
but he had other great qualities, and a
thorough knowledge of his profession.
Lord Leverhulme was included in the
trinity of great business men. "He is a
typical captain of industry," commented
Lord Riddell. He is a firm believer
in the idea of the business hierarchy, with
genius at the top, sub-geniuses in the
middle, and well-paid and well-motivated
workers at the base. He has a strange
combination of ideals, practical common-
sense, and what is euphemistically called
business acumen.

The political trinity was made up of
the Earl of Balfour, Mr. Asquith, and
Mr. Bonar Law. Earl Balfour, said Lord
Riddell, was imperfectly understood. He
was generally regarded as an amiable,
learned man, whose strong patriotic ten-
dencies had enabled him to overcome an
indolent disposition. That was a com-
plete fallacy. Earl Balfour was an in-
ventive worker, with a keen, subtle mind,
but above all his charming manners he
had a spirit like highly tempered steel.
Equality was one of his strong points,
and as a political strategist he had few
equals. Mr. Asquith's method of speech
was the index of his mind—orderly, clear,
and logical—but he lacked initiative, and
driving power. Mr. Bonar Law's men-
tality was primarily that of a business man.
He was essentially practical and inclined
to a cautious, critical point of view.
Some one had described him as "mildly
ambitious." Perhaps that was a good
description. No man ever took up public
life, or succeeded in it, without a certain
amount of ambition, but Mr. Bonar
Law's aspirations were not of the glow-
ingly enthusiastic kind. In some mea-
sure he had had greatness thrust upon
him, but he had always proved equal to
the occasion. "I should call him an un-
impassioned idealist," commented Lord
Riddell, "with a keen eye to the realities
of the situation. When he looks at the
landscape he does not overlook the worm
eats."

Other personalities which came
within the purview of Lord Riddell's or-
ation were Lord Pirrie, Lord Inchcape,
Sir William Orpen, Sir Charles Sherrin-
ton, Mr. H. G. Wells, General Botha,
Mr. W. M. Hughes, Premier of Australia,
and General Smuts.

Viscount Haldane, who presided,
proposed a vote of thanks to
Lord Riddell, and said their orator
had wisely refrained from all refer-
ences to the judgment displayed
by the characters in his most interesting
speech, and the subject had been the more
interesting because he had been talking
from his own observations at close quar-
ters, and in very close relationship, made
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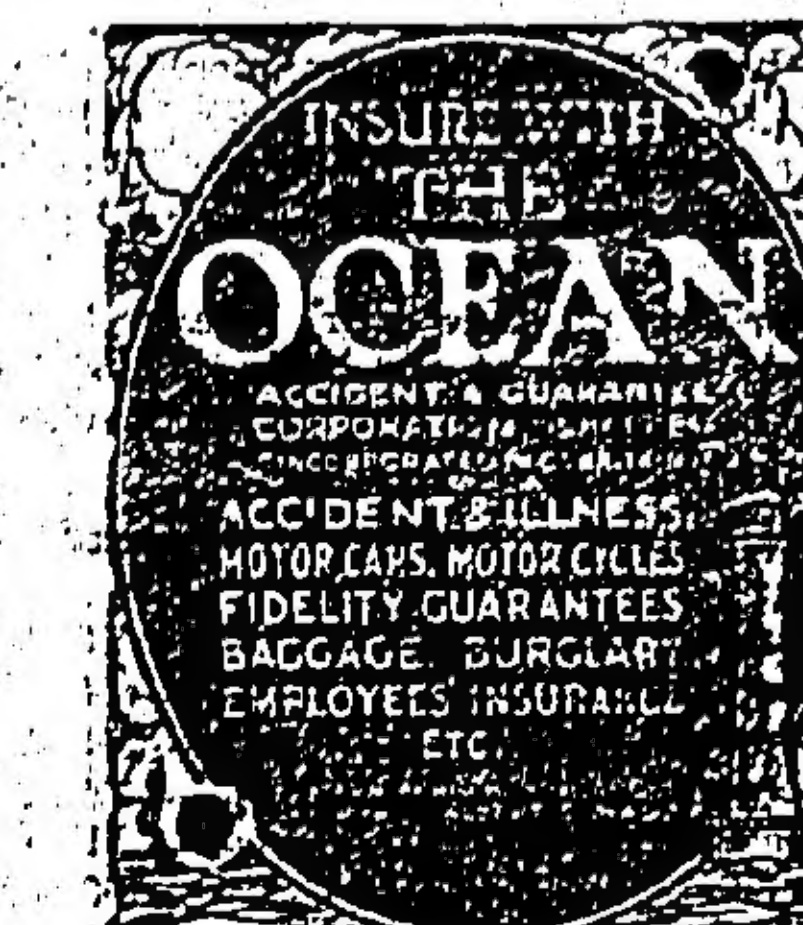
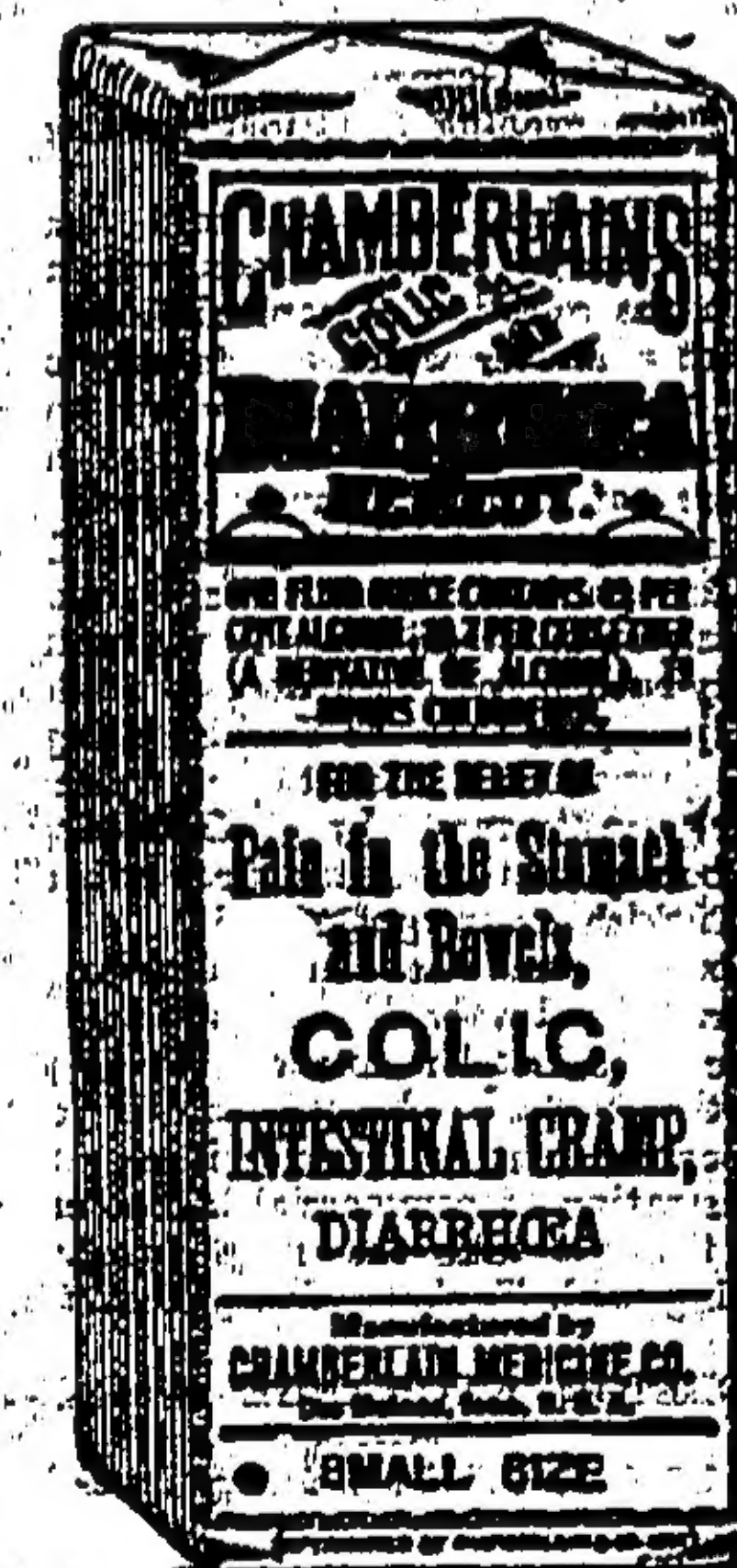
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SHIPPING NEWS

ARRIVALS.

February 6th.
Tai Sze Ma, Chinese str., 302 tons, Capt. Chan Chou, from K. C. Wan, with a general cargo.—Yan Fat & Co.
 February 6th.
Banca, British str., 3,793 tons, Capt. Williams, from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.
Delta, British str., 4,735 tons, Capt. C. Brooks, D.S.O., R.N.R., from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.
Dryden, American str., 3,367 tons, Capt. W. S. Nelson, from Shanghai, with a general cargo.—P.M.S.S. Co.
Vada, French str., 777 tons, Capt. Casanova, from Pukhoi, with a general cargo.—Kai Yue & Co.
Mikima Maru, Japanese str., 1,970 tons, Capt. K. Kaura, from Keelung, with coal.—Y.K.K.
 February 6th.
Nellere, British str., 4,249 tons, Capt. T. S. Murray, R.N.R., from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.
Pouke, Chinese str., 314 tons, Capt. Chan Kuan, from K. C. Wan, with a general cargo.—Hung Shun S.S. Co.
Swinglee, Chinese str., 1,108 tons, Capt. B. Miyakawa, from Dairen, with a general cargo.—Yue Tai Hong.
Sun On, Chinese str., 354 tons, Capt. Kwok On, from K. C. Wan, with a general cargo.—Li Fat & Co.
Tanuluan, British str., 4,052 tons, Capt. P. W. Trott, from San Francisco, with cargo oil.—Standard Oil Co.
Tjkenburg, Dutch str., 5,028 tons, Capt. A. W. La Rooy, from Dalny, with a general cargo.—J. C. J. L.
Yangtze King, Chinese str., 401 tons, Capt. A. H. Brown, from Pakhoi, with a general cargo.—Yuen Cheong Lee.

CLEARANCES.

February 6th.
Amherst, for Hoihow.
Banca, for Moji.
Bonglo, for Shanghai.
Chekiang, for Canton.
Dewant, for Saigon.
Deway, for Manila.
Dryden, for Saigon.
Eastern, for Moji.
Fooking, for Singapore.
Huiching, for Swatow.
Huiching, for Sandakan.
Kaga Maru, for Amoy.
Kaga Maru, for Shanghai.
Kroniken, for Saigon.
Nellere, for Singapore.
President Jackson, for Manila.
President Wilson, for Manila.
Providence, for Saigon.
Providence, for Dairen.
Sisian, for Swatow.
Siti Yik, for Shanghai.
Sun On, for K. C. Wan.
Takung, for Swatow.
Taijun Maru, for Canton.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia* left Shanghai on February 6th, at 10 a.m., and is due at Hongkong on February 8th, at 2 p.m.
 The s.s. *Telemachus* (Blue Funnel) from Boston and New York, left Manila on February 6th for this port, and is due here on February 8th.
 The s.s. *Mentor* (Blue Funnel) arrived at London on February 4th.

GERMAN SHIP'S LONG VOYAGE.
200 DAYS FROM HAMBURG TO SHANGHAI.

The three-masted square-rigged German ship *Landknecht* from Hamburg, arrived at Shanghai last week. The ship left Hamburg some 200 days ago under the command of Captain Hans Kaiser with a cargo of 3,200 tons of paving stones. When about 500 miles off the mouth of the Yangtze, battling against heavy seas and head winds, the *Landknecht* damaged her rudder and thereby lost steering way. She wireless for help—the ship carries a wireless outfit—and the *President Cleveland* picked up the message and relayed it to Shanghai.
 The tug *St. Sampson*, was dispatched to her assistance and towed the ship safely to port. A report in the *Shanghai Mercury*, says: Captain Kaiser said that the trip was the longest he had ever made. Not once did they put into port during the whole time, and they never dropped anchor until the ship reached Shanghai. The longest previous trip he made was from New York to Yokohama which took some 144 days of continuous sailing. On this present voyage, they sailed from Hamburg on July 13th and after passing through the English Channel, stood out to sea and headed straight for the Cape of Good Hope. After rounding the Cape they encountered their first hardship. Leaving the Umpay passage they were becalmed for some 30 days, their supply of fresh water becoming exhausted. Eventually it rained and they caught more than enough for everybody. After the rain they encountered a series of squalls in the South Sea. Eventually they held their course for the Yellow Sea, but in due time they ran into dirty weather, several sails being torn to ribbons. While they were trying to make for Kinohow they ran into the worst storm during the whole trip. For four days they were buffeted about with decks awash. They ran before the gale but on the second night the steering gear broke. They then wireless for help and the *President Cleveland*, outward bound for Japan, relayed the message to Shanghai.

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PASSENGERS.

ARRIVALS.

Per P. & O. s.s. *Nellere*, from Shanghai, on Feb. 6th:—Mrs. Baker, Mr. G. H. Gibbs, Rev. E. Hutchinson, Mr. E. Colman, Mr. A. Pasquini, Mr. E. Karlov, Miss O. Carr, Mr. J. Rothman, Mrs. F. Bright, Mr. A. Dopke, Miss E. Nathorst, Mr. E. K. Fagh, Mr. J. Small, Mr. T. Love, Mr. and Mrs. Hearne, Mr. A. Bell, Master D. Wheeler, Engr.-Comdr. and Mrs. Bonds, Mrs. F. Elliott.
Munaster (Dodwell-Castle Line), due March 17th.
President Lincoln (Pacific Mail), due Feb. 24th.
Prian (Blue Funnel), due March 2nd.
Rangoon Maru (N.Y.K.), due Feb. 9th.
Sophia Rickmers (Rickmers Line), due Feb. 12th.
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 ATSUMA MARU ... Wednesday, 14th Feb.
 KASHIMA MARU ... Wednesday, 14th Feb.
 HAMBURG via LONDON & ROTTERDAM
 MATSUKE MARU (calling Dunkirk) ... Wednesday, 14th Feb.
 GIVERPOOL via MARSHILLES & VALENCIA.
 DELAGOA MARU ... Wednesday, 7th Feb.
 SYDNEY & MELBOURNE via Manila, &c.
 AKI MARU ... Wednesday, 14th Feb., at 11 a.m.
 TANGO MARU ... Wednesday, 21st Mar.
 NEW YORK & BOSTON via PANAMA.
 TSUYAMA MARU ... Thursday, 15th Feb.
 BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.
 KANAGAWA MARU ... Friday, 18th April.
 SOMBAY via Singapore and Colombo.
 RANGKON MARU ... Saturday, 10th Feb.
 WAKASA MARU ... Monday, 26th Feb., Tuesday, 27th Feb.
 CALOUTIA via Singapore, Penang & Rangoon.
 TATEISHI MARU ... Wednesday, 2nd Feb.
 NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU ... Thursday, 15th Feb.
 SHANGHAI, KOBE & YOKOHAMA.
 GENOA MARU (calling Moji) ... Tuesday, 6th Feb., Wednesday, 7th Feb.
 SUWA MARU ... Wednesday, 14th Feb.
 FUSHIMI MARU ... Wednesday, 27th Feb.
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TJIKINI	BALIKAPATAN	9th Feb.	14th Feb.	AMOI, SHAI & JAPAN
TJIPANAS	JAVA	15th Feb.	21st Feb.	SINGAPORE & JAPAN
TJIT-ROEM	DALNY	1st Feb.	30th Feb.	BANKA & BATAVIA
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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

(FOR)

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

S.S. "HAIPHONG" ... Capt. Ellis Walker ... Friday, 9th Feb., at 12 Noon.
 S.S. "HAIKONG" ... Capt. W. C. Passmore ... Tuesday, 13th Feb., at 1 p.m.
 S.S. "HAIKONG" ... Capt. J. S. Thomson ... Tuesday, 20th Feb., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
 General Managers. [3]

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST. HONGKONG.

P. & O., British India, Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"NELLORE"	6,853	7th Feb. 11 a.m.	Marseilles, London & Antwerp.
"DELTA"	8,000	7th Feb. 4 p.m.	Mars., L'don, A'werp. & R'dam.
"RHIVA"	9,000	31st Feb.	Mars., L'don, A'werp. & R'dam.
"SICILIA"	6,700	27th Feb.	S'pore, Penang, Colombo & Bombay.
"BANCA"	6,000	8th Mar.	Singapore, Colombo & Bombay.
"MOREA"	11,000	7th Mar.	Bombay, Mars., L'don, & A'werp.
"LAHORE"	6,253	18th Mar.	Singapore & Bombay.
"SOUDAN"	6,700	18th Mar.	S'pore, Penang, Colombo & Bombay.
"KASHMIR"	6,253	31st Mar.	Marseilles, London & Antwerp.
"ALPORE"	6,253	22nd Mar.	Singapore & Bombay.
"DONGOLA"	6,000	4th Apr.	Marseilles, London & Antwerp.
"SICILIA"	6,800	31st Apr.	S'pore, Penang, Colombo & Bombay.
"NANKIN"	7,000	18th Apr.	Marseilles, London & Antwerp.
"KARMA"	9,000	2nd May	do.
"KASHGAR"	9,000	18th May	do.
"NYANZA"	7,000	30th May	do.
"NOVARA"	6,850	13th June	do.
"DELTA"	8,097	27th June	do.
"MALWA"	10,341	11th July	do.
"DEVANEA"	8,092	25th July	do.

* Will Call at Hamburg if sufficient indorsement offered.

BRITISH INDIA - APCAR SAILINGS

"TARADA"	7,000	9th Feb.	Singapore, Penang & Calcutta.
"TORILLA"	6,200	22nd Feb.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	3rd Mar.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Fanning's Canal.

SAILING TO SHANGHAI & JAPAN

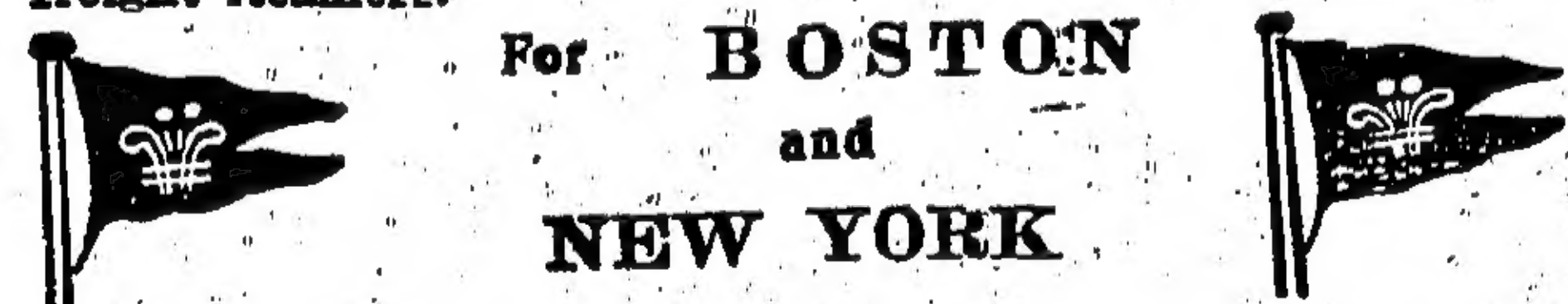
"LAHORE"	6,253	8th Feb.	Shanghai, Moji, Kobe & Yoko.
"KASHMIR"	6,253	11th Feb. Noon	do.
"SICILIA"	6,700	18th Feb.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 * Passengers for Europe must defray their own Hotel expenses at Singapore while await in the carrying steamer.
 First-class Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in one of the section of their P. & O. Tikiat Singapore to Colombo.
 All C.O.B.s are fitted with Electric Fans free of charge.
 Parcels measuring not more than 3 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO. PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by "fast freight steamers."



S.S. "MOORISH PRINCE" ... 10th February.
 S.S. "CELTIC PRINCE" ... about 19th March.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
 (Incorporated in Great Britain)
 St. George's Building [21]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES

Monthly direct service via Singapore and Port Said.

"ARGON MARU" (Omit Marseilles) ... Thursday, 15th Feb.

"LONDON MARU" (Taking Passengers) ... Saturday, 10th Mar.

BURNES AIRES—RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN—RAIGON & SINGAPORE, PASSENGER SERVICE.

"CHICAGO MARU" ... Wednesday, 14th Feb.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"SUMATRA MARU" ... Wednesday, 21st Feb.

"ALTAI MARU" ... Sunday, 25th Feb.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"BUSHO MARU" ... Thursday, 1st Mar.

CALCUTTA—Monthly Service via Singapore, Penang & Rangoon.

"JAVA MARU" ... Saturday, 10th Mar.

"BORNEO MARU" ... Monday, 12th Mar.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"AFRICA MARU"—Regular monthly service via Japan Ports, San Francisco

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco

"HAGUE MARU" ... Monday, 28th Feb.

JAPAN PORTS—Kobe & Yokohama

"AMAZON MARU" ... Sunday, 25th Mar.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KALJO MARU" ... Every Sunday, 10 a.m.

"AMAKURA MARU" ... Every Sunday, 10 a.m.

TAKAO via SWATOW & AMOY.

"BATAVIA MARU" (Takao direct) ... Wednesday, 7th Feb.

"SUMA MARU" ... Friday, 9th Feb.

For sailing dates and further particulars please apply to—

K. SHIMA, Manager. [3]

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	To	To Sail
HAIPHONG	SWATOW & SHANGHAI	On 8th Feb. 10 a.m.
"TRIAN"	"SUNNING"	On 8th Feb. 10 a.m.
"LINAN"	"SUNNING"	On 8th Feb. 10 a.m.
"SINKIANG"	"SUNNING"	On 10th Feb. 10 a.m.
"HUICHOW"	"SUNNING"	On 11th Feb. 10 a.m.
"KWEIYANG"	"SUNNING"	On 11th Feb. 10 a.m.
"LUCHOW"	"SUNNING"	On 11th Feb. 10 a.m.
"KWANGTUNG"	"SUNNING"	On 11th Feb. 10 a.m.
"KAYING"	"SUNNING"	On 13th Feb. 10 a.m.
"YUNNAN"	"SUNNING"	On 15th Feb. 10 a.m.
"SUIYANG"	"SUNNING"	On 15th Feb. 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok. Steamers maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 TELEPHONE CENTRAL 38.
 CARGO & PASSENGER CASES INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (Sole Agents & S.S. Co., Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS. SAILINGS SUBJECT TO ALTERATION.

Steamer	From Hongkong	Leave Hongkong for Sandakan, Manila & Australian Ports.
"TAIYUAN"	18th Feb.	23rd Feb. 3 p.m.
"CHANGHEA"	18th March	17th March

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Fruit, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Second Fare. Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.), Agents.

Telephone Central No. 38.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SELF.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Ivan" ... Due Hongkong 31st Feb. Leave Hongkong 23rd Feb.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND SINGAPORE.

U.S.S. "Dewey" ... Due Hongkong 7th Feb. Leave Hongkong 8th Feb.

U.S.S. "Albatross" ... Due Hongkong 2nd Mar. Leave Hongkong 3rd Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY,

1st Floor, Queen's Building, Phone Central No. 3008.

JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRATTS & JAVA.

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PACIFIC MAIL STEAMSHIP CO.

MANAGING AGENTS

UNITED STATE SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE.

Freight and Passengers.

AMERICAN STEAMERS.

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

Leaves Hongkong. Arrives San Francisco.

S.S. "PRESIDENT WILSON" ... Feb. 14th ... Mar. 8th

S.S. "PRESIDENT LINCOLN" ... Mar. 8th ... Mar. 28th

S.S. "PRESIDENT TAFT" ... Mar. 14th ... April 5th

Sailing & Fares Subject to Change Without Notice.

SPECIAL THROUGH FARES

HONGKONG to EUROPE via SAN FRANCISCO and NEW YORK

First Class throughout

LOCAL EQUIVALENT OF £120/0/0—£112/0/0

includes

FIRST CLASS MINIMUM FARE BERTH TO SAN FRANCISCO

First Class Rail accommodations with stop-over privileges

SAN FRANCISCO TO NEW YORK

Accommodations any Atlantic Ocean Steamer.

HONGKONG-MANILA SERVICE.

Leaves Hongkong. Arrives Manila.

S.S. "PRESIDENT LINCOLN" ... Feb. 25th ... Feb. 27th

S.S. "PRESIDENT TAFT" ... Mar. 5th ... Mar. 7th

HONGKONG-CALCUTTA SERVICE.

Freight Only

FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "JACOB" ... Feb. 21st

For full information regarding rates, space, etc., apply to

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: "SOLANO." Tel. Central 141. Canton Agents: REISS & CO.

